

A CATEGORISATION OF SHIPS BY TYPE,  
AND THEIR DEFINITIONS,  
FOR STATISTICAL PURPOSES.

Lloyd's Register  
April 1998

## FOREWORD

Many users of maritime information have expressed the wish to see a standardisation of ships by type into less numerous, but clearly defined categories and, by implication, a simplification of their coding for computerised data recording and processing purposes.

Discrepancies and ambiguities exist not only in databases but also in the comprehension of users of this type of information generally. Many factors influence thinking on ship-type definitions and no system is the best for every need. Shipowners and operators in particular would like the type definitions of their ships to fit each and every trading factor.

The definitions have been structured to give the intended design function of the ship - which in some cases will encompass some quite different structural configurations. However, for cargo carrying ships, the second part of the definition is a description of the primary method of cargo handling, and together with the supplementary third part of the definition (a brief description of the sub-types by way of the various features pertaining to the defined basic type) a complete picture of the defined type is hopefully provided.

Barges and pontoons are considered as ships designed as non self-propelled units, and may be cargo carrying or specially out-fitted for a specific activity. The units are towed/pushed by another ship, or may be moored for the purpose of storing cargo or whilst they perform their specific activity.

Other non self-propelled ship-like structures (purpose built or conversions) include the FPSO (a moored oil processing ship) and ships moored for a specific function such as a lightship.

Other ship structures are designed to operate for recreational purposes or in a naval auxiliary capacity - yacht or naval auxiliary replenishment for example.

Most users of maritime information primarily give attention to sea-going ships, and in particular, self-propelled merchant ships. The following categorisation therefore has two major broad categories - cargo carrying self-propelled merchant ships and self-propelled merchant ships of miscellaneous activities. Further sub-division is then within these two groupings.

A full categorisation of ships by type will encompass all merchant ships (self-propelled or non self-propelled), and all ships used for recreational or naval auxiliary purposes - irrespective of whether they are sea-going or designed specifically for inland waterway or harbour service only.

The term 'vessel' is often used in the shiptypes, eg. fire-fighting vessel. This general term is used because the vessel may be commonly described as a fire-fighting ship or fire-fighting tender or fire-fighting launch.

It is not directly intended that the shiptypes described in this document are meant to replace those in common usage (eg. passenger / ro-ro cargo ship used instead of 'ferry' or 'car ferry'; bulk/oil carrier instead of 'OBO'). It is intended, though, that the structured nature of the shiptypes, as defined, shows how these two types, for example, have "evolved" from the ro-ro cargo ship and bulk carrier, respectively.

Whilst primarily being applicable to the two types of ferry (passenger / ro-ro cargo and passenger), newer hull designs are intended to be included in the definitions - SWATH ships (small waterplane area twin hull ships) and SES ships (surface effect ships), for example. Air Cushion Vehicles (ACV's), mentioned at the end of Appendix 1, are not categorised as ships (defined here as 'surface displacement vessels'), and hence are not included in this categorisation of ships by type.

Sections A and B of this document provide definitions of cargo carrying ships and ships of miscellaneous activities, respectively.

Appendix 1 deals with non self-propelled ships and ships for recreational or naval auxiliary purposes.

Appendix 2 provides a coding system, used by Lloyd's Register, for the shiptypes included in this document.

# A. CARGO CARRYING SHIPS

## 1 BULK LIQUID CARGO CARRYING SHIPS

### TANKER

A category of ships designed with a single deck hull which includes an arrangement of integral or independent tanks specifically for the bulk carriage of cargo in liquid form.

Cargo handling to and from the tanks is by way of shore-based / ship-based pumping and piping equipment.

Various features may include :

- a double bottom structure, double skin sides and double deck
- a particular tank structure / tank coating, or other structural features, which reflect the nature and hazard of the cargo carried
- the additional carriage of liquid cargo in independent tanks situated on the weather deck
- an additional forward hold for the carriage of dry cargo

Tanker types include :

- LNG TANKER
- LPG TANKER
  
- CHEMICAL TANKER
- CHEMICAL / OIL PRODUCTS TANKER
  
- CRUDE OIL TANKER
- OIL PRODUCTS TANKER
  
- MOLASSES TANKER
- BITUMEN TANKER
- VEGETABLE OIL TANKER
- FRUIT JUICE TANKER
- WINE TANKER
- WATER TANKER
  
- any other ship designed with a single deck hull which includes an arrangement of integral or independent tanks specifically for the bulk carriage of a particular liquid or category of liquids

Basic groupings for statistical purposes :

- Liquefied Gas
- Chemical
- Oil
- Other Liquids

## **2 BULK DRY CARGO CARRYING SHIPS**

### **BULK CARRIER**

Ship designed with a single deck hull which includes an arrangement of topside ballast tanks and holds specifically for the bulk carriage of various types of loose dry cargo of an homogeneous nature.

The cargo handling mode may be lift on / lift off (with grabs) to and from the holds by way of weather deck hatches or alternatively, cargo handling is by way of specialised shore - based equipment.

Various features may include :

- topside and hopper side tanks (which may be combined)
- strengthened for the carriage of heavy cargo (including ore)
- the alternative carriage of other types of dry cargo (eg. steel coils)
- holds equipped for the carriage of containers (container securing arrangements) or for the carriage of vehicles (hoistable vehicle decks, accessed by way of side shell doors)
- a weather deck equipped for the carriage of logs
- design constraints and service restriction pertaining to operations in the Great Lakes of Canada and the USA

### **ORE CARRIER**

Ship designed with a single deck hull which includes an arrangement of wing ballast tanks and centre holds specifically for the bulk carriage of ore.

The cargo handling mode may be lift on / lift off (with grabs) to and from the centre holds by way of weather deck hatches or alternatively, cargo handling is by way of specialised shore-based equipment.

Various features may include :

- the use of the wing tanks for the specialised carriage of certain liquid chemicals or, with modifications, of other forms of dry cargo

### **BULK / OIL CARRIER**

Bulk Carrier with additional facilities for the alternative (but not simultaneous) bulk carriage of oil.

### **ORE / OIL CARRIER**

Ore Carrier with additional facilities for the alternative (but not simultaneous) bulk carriage of oil in the centre holds and wing tanks.

## **SELF-DISCHARGING BULK CARRIER**

Ship designed with a single deck hull which includes an arrangement of holds equipped for the bulk carriage and self-discharging (by way of a gravity or top discharge system permanently installed in the holds) of various types of loose dry cargo of an homogeneous nature.

Various features may include :

- topside tanks and hopper side tanks
- double skin sides and wide deck openings
- design constraints and service restriction pertaining to operations in the Great Lakes of Canada and the USA

## **OTHER CARRIERS OF BULK DRY CARGO :**

- **CEMENT CARRIER**
- **WOOD CHIPS CARRIER**
- **UREA CARRIER**
- **AGGREGATES CARRIER**
- **REFINED SUGAR CARRIER**
  
- any other ship designed with a single deck hull which includes an arrangement of holds and special features (including cargo handling equipment and small deck openings) specifically for the bulk carriage of a particular type of loose dry cargo of an homogeneous nature.

Basic groupings for statistical purposes :

- bulk dry
- bulk dry / oil
- self-discharging bulk dry
- other bulk dry

### **3 ALL OTHER DRY CARGO CARRYING SHIPS**

**(including passenger carriers)**

#### **GENERAL CARGO SHIP**

Ship designed with a single deck hull which includes a single hold or an arrangement of holds, or a hull which includes an arrangement of holds and tween decks, specifically for the carriage of diverse types and forms of cargo.

The cargo handling mode is lift on / lift off to and from the holds (and tween decks) by way of weather deck (and tween deck) hatches.

Various features may include :

- a single deck and double skin sides and wide deck openings (box shaped holds)
- strengthened for the carriage of heavy cargo (including ore)
- certain holds equipped with container securing arrangements, hoistable or movable vehicle decks, or other facilities pertaining to the carriage of a particular type or form of cargo
- the carriage of liquid cargo in specially designed holds / tanks
- a refrigerated cargo space for the carriage of perishable cargo
- holds with hoistable tween decks
- reversible (multi-purpose) weather deck hatch covers
- additional cargo handling to and from the cargo spaces by way of a side loading / un-loading system (for the carriage of cargo in pallet form and other unitised cargo)
- additional cargo handling to and from a tween deck, or a single hold, by way of a stern (and side, or bow) door / ramp situated below the weather deck, and where any additional cargo segregation is provided by hinged tween deck openings or a hinged or movable bulkhead
- the additional cargo handling to and from the weather deck by way of a deck ramp

#### **PALLETISED CARGO SHIP**

Ship designed with a multi-deck hull and a side loading / un-loading system specifically for the carriage of cargo in pallet form (and other unitised cargo).

Cargo handling to and from the decks / holds is by way of fork lift trucks and side elevators.

Various features may include :

- additional cargo handling to and from the main deck by way of a small weather deck opening
- the additional carriage of containers or other dry cargo on the weather deck

#### **DECK CARGO SHIP**

Ship designed with a single deck hull specifically for the carriage of containers or other dry cargo on the weather deck only.

The cargo handling mode is lift on / lift off to and from the weather deck.

Various features may include :

- additional cargo handling to and from the weather deck by way of a deck ramp

## **PASSENGER / GENERAL CARGO SHIP**

Ship of similar cargo carrying design to that of a General Cargo Ship, but with additional facilities for the carriage of passengers for whom cabin accommodation may or may not be provided depending upon the ship's designed trading pattern - that of a regular scheduled service of long duration (liner service) or of short duration (ferry service).

## **CONTAINER SHIP**

Ship designed with a single deck hull which includes an arrangement of holds specifically for the carriage of containers (refrigerated and/or non-refrigerated), and where the holds are fitted with cell guides to facilitate the positioning of the containers and their restraint during transit.

The cargo handling mode is lift on / lift off to and from the holds by way of weather deck hatches.

Various features may include :

- weather deck mounted cell guides
- one or more holds with no weather deck hatch covers
- an additional forward hold or tank for the carriage of dry or liquid cargo
- an aft superstructure (garage) section comprising cargo decks (of light construction), accessed by way of a stern ramp, for the carriage of new un-laden road vehicles
- a refrigerated cargo space for the carriage of perishable cargo in non-refrigerated containers

## **PASSENGER / CONTAINER SHIP**

Ship of similar cargo carrying design to that of a Container Ship, but with additional facilities for the carriage of passengers for whom cabin accommodation is provided.

## **REFRIGERATED CARGO SHIP**

Ship designed with a single deck hull which includes an arrangement of refrigerated holds, or a hull which includes an arrangement of refrigerated holds and tween decks, specifically for the carriage of perishable cargo.

The cargo handling mode is lift on / lift off to and from the holds (and tween decks) by way of weather deck (and tween deck) hatches and/or by way of fork lift trucks and side elevators.

Various features may include :

- additional cargo handling by way of side ports and small hatches
- the alternative carriage of other forms of cargo, including facilities for the carriage of road vehicles (by way of special side elevators)

## **RO-RO CARGO SHIP**

Ship designed with a multi-deck hull specifically for the carriage of road and/or rail vehicles, and cargo (in pallet form or in containers) which can be loaded / un-loaded by wheeled transport.

The cargo handling mode is roll on / roll off to and from the internal decks by way of a door / ramp situated below the weather deck.

Various features may include :

- one or more decks fitted with fixed rails for the carriage of railway vehicles either exclusively or simultaneously with road vehicles on the same or separate decks
- cargo loading/un-loading by way of stern and bow or side doors
- additional hoistable decks (of light construction) for the carriage of new un-laden road vehicles
- additional cargo handling of lift on / lift off to and from the weather deck
- internal ramps or elevator for the movement of cargo between decks (including the weather deck)
- cargo spaces situated below the main (ro-ro) deck, and accessed by way of deck openings, for the carriage of other dry, or liquid, cargo

## **CONTAINER / RO-RO CARGO SHIP**

Ship of similar design to that of a Ro-Ro Cargo Ship (with machinery aft), but with a segregated fore section of that of a Container Ship (and which may incorporate some of the features pertaining to the two types of ship).

## **VEHICLES CARRIER**

Ship designed with a multi-deck hull, or multi-deck hull and superstructure, specifically for the carriage of new un-laden road vehicles.

The cargo handling mode is roll on / roll off to and from the internal decks (of light construction) by way of doors / ramps and internal ramps between decks.

Various features may include :

- the carriage of other (heavier) cargo on one or more strengthened vehicle decks

## **LANDING CRAFT**

Ship designed with a single deck hull and to run on to a beach or a shore ramp prior to the loading / un-loading of road vehicles, and other cargo by way of wheeled transport.

The cargo handling mode is roll-on / roll off to and from the single (weather) deck by way of the ship's bow ramp.

Various features may include :

- cargo spaces situated below the weather deck (ro-ro deck), and accessed by way of deck openings, for the carriage of other dry, or liquid, cargo

## **PASSENGER / RO-RO CARGO SHIP**

Ship of similar cargo carrying design to that of a Ro-Ro Cargo Ship, but with additional facilities for the carriage of passengers / drivers of vehicles for whom cabin accommodation may or may not be provided, and where the ship's designed trading pattern is that of a regular scheduled service of short duration (ferry service).

Various features may include :

- one or more decks fitted with fixed rails for the carriage of passenger railway vehicles
- cargo loading/un-loading by way of stern and bow or side doors
- an out-of-season trading pattern of that of cruising or excursion

## **PASSENGER / LANDING CRAFT**

Ship of similar cargo carrying design to that of a Landing Craft, but with additional facilities for the carriage of passengers / drivers of vehicles for whom cabin accommodation may or may not be provided, and where the ship's designed trading pattern is that of a regular scheduled service of short duration (ferry service).

## **PASSENGER SHIP PASSENGER (CRUISE) SHIP**

Ship designed with a multi-deck hull and superstructure specifically for the carriage of passengers for whom cabin accommodation may or may not be provided depending upon the ship's designed trading pattern - that of cruising or excursion, or that of a regular scheduled service of long duration (liner service) or of short duration (ferry service).

Various features may include :

- the alternative carriage of berthed passengers in dormitory-type accommodation
- the additional carriage of a limited amount of cargo (the cargo handling mode for which may be lift on / lift off and/or roll on / roll off (by way of a side shell door) to and from a hold and/or a tween deck)

## **LIVESTOCK CARRIER**

Ship designed with a multi-deck hull, or multi-deck hull and superstructure, specifically for the carriage of livestock in specially designed containment areas, and where food, water and waste are carried in additional cargo spaces.

## **BARGE CARRIER**

Ship designed with a multi-deck hull, or a single deck hull which includes an arrangement of holds or a single floodable hold, specifically for the carriage of laden barges.

The cargo handling mode may be lift on / lift off at the stern to and from the decks by way of an elevator, lift on / lift off at the stern to and from the holds by way of a gantry crane, or float in / float out by way of a bow or stern door.

Various features may include :

- the alternative or simultaneous carriage of containers in the holds and on the weather deck, or on the internal decks

## HEAVY LOAD CARRIER

Ship designed with a single deck hull which includes a single hold (which may be floodable), or a weather deck cargo space only, specifically for the carriage of heavy (and large / awkward) loads.

The cargo handling mode may be lift on / lift off, roll on / roll off, float on / float off (or float in / float out), or a combination of these, to and from the weather deck or hold.

Various features may include :

- a weather deck ramp
- a watertight stern door / ramp giving access to the floodable hold
- a linkspan loading / un-loading arrangement

## OTHER CARRIERS OF DRY CARGO :

- NUCLEAR FUEL CARRIER
- PULP CARRIER
  
- any other ship designed with a multi-deck or single deck hull, a single deck hull which includes a single hold or an arrangement of holds, or a hull which includes an arrangement of holds and tween decks, specifically for the carriage and handling of a particular type of dry cargo.

Basic groupings for statistical purposes :

- general cargo
- passenger / general cargo
- container
- refrigerated cargo
- ro-ro cargo
- passenger / ro-ro cargo
- passenger
- other dry cargo

## B. SHIPS OF MISCELLANEOUS ACTIVITIES

### 1 FISHING

#### TRAWLER

A category of ships designed with trawl gallows for side trawl net fishing or a stern ramp and trawl gallows for stern trawl net fishing.

Various features may include :

- additional facilities for the freezing of fish or the processing of fish into various products
- a side un-loading facility for frozen or processed fish
- a service mode of that of fishery research

#### FISHING VESSEL

A category of ships designed for fish catching operations other than that of trawling.

Types include :

- Purse Seine Fishing Vessel
- Drift Net Fishing Vessel

#### FISH FACTORY SHIP

Ship designed for the processing of fish caught by other ships.

#### FISHING SUPPORT VESSEL

A category of ships specially out-fitted for support duties specifically related to fishing.

Such duties include :

- patrol
- survey

#### OTHER FISHING ACTIVITIES :

- FISH CARRIER
- LIVE-FISH CARRIER
- WHALE-CATCHER
  
- any other ship designed for an activity associated with fish catching (and the catching of other marine life)

Basic groupings for statistical purposes :

- fish catching
- other fishing

## 2 OFFSHORE

### OFFSHORE SUPPLY SHIP

Ship designed with a weather deck space aft specifically for the carriage of stores and equipment, etc. to offshore oil and gas exploration / production installations.

Various features may include :

- facilities pertaining to additional duties, which may include anchor handling, fire-fighting, oil dispersal, etc.

### OFFSHORE TUG / SUPPLY SHIP

Ship of similar design to that of an Offshore Supply Ship, but with the additional duties of that of a Tug

### OFFSHORE SUPPORT SHIP

A category of ships specially out-fitted for support activities specifically related to offshore oil and gas exploration / production.

Such activities include :

- pipeline / cable trencher support
- well maintenance

Additional activities may include anchor handling, fire-fighting, oil dispersal, etc.

### OFFSHORE WELL PRODUCTION SHIP

Ship designed for the extraction, processing, storage and transport to a discharge port of oil from offshore wells.

### OTHER OFFSHORE ACTIVITIES :

- DRILLING SHIP
- PIPE-LAYER
- WELL-STIMULATION VESSEL
- PRODUCTION TESTING VESSEL
- STANDBY-SAFETY VESSEL
  
- any other ship designed for an activity associated with offshore oil and gas exploration and production

Basic groupings for statistical purposes :

- offshore supply
- other offshore

### 3 OTHER MISCELLANEOUS ACTIVITIES

#### RESEARCH SHIP

A category of ships designed for research and survey functions.

Such functions include hydrographic, seismographic, meteorological, etc.

#### TUG

Ship designed for the towing (and pushing) of ships or other floating structures.

Additional activities may include salvage, fire-fighting, ice-breaking, etc.

#### PUSHER TUG

Ship designed for the pushing of barges and pontoons.

#### DREDGER

Ship designed for the raising of spoil from the sea-bed by means of a cutter suction, grab, bucket ladder, etc. and deposited into its cargo space, or the cargo space of another ship alongside, for subsequent discharge elsewhere.

#### HOPPER DREDGER

Ship of similar function to that of a Dredger, but arranged such that the spoil is deposited into hoppers within the ship for subsequent discharge elsewhere through the bottom of the ship by means of doors / valves or by means of a split hull separation.

#### MOTOR HOPPER

Ship designed for the carriage of dredged spoil or other waste material in hoppers within the ship for subsequent discharge elsewhere through the bottom of the ship by means of doors / valves or by means of a split hull separation.

#### WASTE DISPOSAL VESSEL

Ship designed for the carriage and disposal of liquid waste.

#### CRANE SHIP

Ship designed for lifting operations.

#### CABLE-LAYER

Ship designed for the laying / repair of sea-bed cables.

#### ICE-BREAKER

Ship designed for clearing a passage through ice for other ships.

#### OTHER SHIPS DESIGNED SPECIFICALLY FOR A PARTICULAR ACTIVITY OR FUNCTION :

- FIRE-FIGHTING VESSEL
- POLLUTION CONTROL VESSEL
- PATROL VESSEL
- SEARCH & RESCUE VESSEL
- PILOT VESSEL
- SALVAGE VESSEL
- BUOY / LIGHTHOUSE VESSEL
- CREWBOAT
- UTILITY VESSEL
- WORK / REPAIR VESSEL
- HOSPITAL VESSEL
- TENDER (unspecified)
- LAUNCH (unspecified)
  
- any other self-propelled ship designed specifically for a particular activity or function other than for recreational purposes, etc. or to operate in a naval / military capacity

Basic groupings for statistical purposes :

- research
- towing / pushing
- dredging
- other activities

## APPENDIX 1

### NON SELF-PROPELLED SHIPS

#### BARGE

A category of ships designed as non self-propelled units for the carriage of cargo in holds or in tanks.

The units are towed / pushed by another ship (tug or pusher tug) or may be moored for the purpose of storing cargo.

Types include :

- Liquid Cargo Barge
- Dry Cargo Barge
- Hopper Barge

#### PONTOON

A category of ships designed as non self-propelled units for the carriage of various types of cargo on the weather deck only, or specially out-fitted for specific operations other than cargo carrying. The units are towed / pushed by another ship (tug or pusher tug) or may be moored.

Types include:

- Dry Cargo Pontoon
- Dredging Pontoon
- Drilling Pontoon
- Crane Pontoon
- Log-tipping Pontoon
- Pile-driving Pontoon
- Accommodation Pontoon

#### MOORED OIL PROCESSING SHIP (FPSO)

Ship designed to operate as a moored oil processing and storage facility.

The processed oil is transported from the floating production, storage, off-loading unit (FPSO) to a discharge port by shuttle tanker.

These ships, or units, may be non self-propelled or have the capability of returning to port (for repair, etc.), or be able to propel themselves from one world location to another.

#### MOORED CEMENT HANDLING SHIP

Ship designed to operate as a moored storage and handling (bagging) facility.

#### OTHER NON SELF-PROPELLED SHIPS :

- MOORED RESTAURANT SHIP
- LIGHTSHIP
- any other ship designed to operate as a non self-propelled facility

#### OTHER SHIP STRUCTURES

- YACHT
  - SAIL TRAINING SHIP
  - NAVAL AUXILIARY SHIP
  - any other self-propelled ship designed to operate for recreational purposes or to operate in a naval / military capacity
- 

#### NON-SHIP STRUCTURES

There are certain other non-ship structures which, whilst not categorised as ships in the conventional sense, are nevertheless part of the marine transportation family. The primary example is the Air Cushion Vehicle (ACV).

Types include :

- Ro-Ro Cargo ACV
- Passenger / Ro-Ro Cargo ACV
- Passenger ACV

## APPENDIX 2

### STATISTICAL CATEGORIES - basic groupings, codes and shiptypes

The following coding structure is employed by Lloyd's Register for its statistical publications and its SEADATA shipping information database system.

The publications include only sea-going self-propelled merchant ships (of not less than 100 GT). These ships have been split into two categories :-  
category A - cargo carrying ships  
category B - ships of miscellaneous activities

The SEADATA system uses the above two categories as well as the following :-  
non sea-going self-propelled merchant ships  
self-propelled non merchant ships  
non self-propelled ships  
non ship structures

### SEA-GOING SELF-PROPELLED MERCHANT SHIPS

#### A. CARGO CARRYING SHIPS

##### 1 bulk liquid cargo carrying ships

liquefied gas	A11-	LNG Tanker	A11A
		LPG Tanker	A11B
chemical	A12-	Chemical Tanker	A12A
		Chemical / Oil Products Tanker	A12B
oil	A13-	Crude Oil Tanker	A13A
		Oil Products Tanker	A13B
other liquids	A14-	Water Tanker	A14A
		Bitumen Tanker	A14B
		Wine Tanker	A14C
		Vegetable Oil Tanker	A14D
		Fruit Juice Tanker	A14E
		Molasses Tanker	A14F
		Oil-sludge Tanker	A14G
		Edible Oil Tanker	A14H
		Fish Oil Tanker	A14J
		Coal / Oil Mixture Tanker	A14K
		Latex Tanker	A14L
		Beer Tanker	A14M

## 2 bulk dry cargo carrying ships

bulk dry	A21-	Bulk Carrier Ore Carrier	A21A A21B
bulk dry /oil	A22-	Bulk / Oil Carrier Ore / Oil Carrier	A22A A22B
self-discharging bulk dry	A23-	Self-Discharging Bulk Carrier	A23A
other bulk dry	A24-	Cement Carrier Wood Chips Carrier Urea Carrier Aggregates Carrier Limestone Carrier Alumina Carrier Refined Sugar Carrier Powder Carrier Mud Carrier	A24A A24B A24C A24D A24E A24F A24G A24H A24J

## 3 all other dry cargo carrying ships (including passenger carriers)

general cargo	A31-	General Cargo Ship Palletised Cargo Ship Deck Cargo Ship	A31A A31B A31C
passenger / general cargo	A32-	Passenger / General Cargo Ship	A32A
container	A33-	Container Ship Passenger / Container Ship	A33A A33B
refrigerated cargo	A34-	Refrigerated Cargo Ship	A34A
ro-ro cargo	A35-	Ro-Ro Cargo Ship Vehicles Carrier Container / Ro-Ro Cargo Ship Landing Craft	A35A A35B A35C A35D
passenger / ro-ro cargo	A36-	Passenger / Ro-Ro Cargo Ship Passenger / Landing Craft	A36A A36B
passenger	A37-	Passenger (Cruise) Ship Passenger Ship	A37A A37B
other dry cargo	A38-	Livestock Carrier Barge Carrier Heavy Load Carrier Nuclear Fuel Carrier Log-tipping Ship Pearl Shells Carrier Stone Carrier Pulp Carrier	A38A A38B A38C A38D A38E A38F A38G A38H

## B. SHIPS OF MISCELLANEOUS ACTIVITIES

### 1 fishing

fish catching	B11-	Trawler	B11A
		Fishing Vessel	B11B
other fishing	B12-	Fish Factory Ship	B12A
		Fish Carrier	B12B
		Live-Fish Carrier	B12C
		Fishing Support Vessel	B12D
		Seal-catcher	B12E
		Whale-catcher	B12F

### 2 offshore

offshore supply	B21-	Offshore Supply Ship	B21A
		Offshore Tug / Supply Ship	B21B
other offshore	B22-	Offshore Support Ship	B22A
		Drilling Ship	B22B
		Pipe-layer	B22C
		Production Testing Vessel	B22D
		Offshore Well Production Ship	B22E
		Well-stimulation Vessel	B22F
		Standby-safety Vessel	B22G

### 3 other miscellaneous activities

research	B31-	Research Ship	B31A
towing / pushing	B32-	Tug	B32A
		Pusher Tug	B32B
dredging	B33-	Dredger	B33A
		Hopper Dredger	B33B
other activities	B34-	Motor Hopper	B34A
		Crane Ship	B34B
		Ice-Breaker	B34C
		Cable-layer	B34D
		Waste Disposal Vessel	B34E
		Fire-Fighting Vessel	B34F
		Pollution Control Vessel	B34G
		Patrol Vessel	B34H
		Crewboat	B34J
		Training Ship	B34K
		Utility Vessel	B34L
		Search & Rescue Vessel	B34M
		Pilot Vessel	B34N
		Salvage Vessel	B34P
Buoy / Lighthouse Vessel	B34Q		

Supply Vessel	B34R
Mooring Vessel	B34S
Work / Repair Vessel	B34T
Hospital Vessel	B34U
Tank-cleaning Vessel	B34V
Trans-shipment Vessel	B34W
Anchor Hoy	B34X
Tender (unspecified)	B34Y
Launch (unspecified)	B34Z

## NON SEA-GOING SELF-PROPELLED MERCHANT SHIPS

### inland waterway (IWW) ships

Chemical Tanker	W11A
Oil Tanker	W11B
other (tanker)	W11C
Dry Cargo Ship	W12A
Passenger / Dry Cargo Ship	W12B
Ro-Ro Cargo Ship	W12C
Passenger / Ro-Ro Cargo Ship	W12D
Passenger Ship	W12E
Fishing	W13A
Research	W13B
Tug	W13C
Dredger	W13D
other (activities)	W13E

### SELF-PROPELLED NON MERCHANT SHIPS

Yacht	X110
Sail Training	X120
Naval Auxiliary	X130
other	X140

### NON SELF-PROPELLED SHIPS

Barge	Y110
Pontoon	Y120
Moored Oil Processing Ship (FPSO)	Y130
Moored Cement Handling Ship	Y140
other	Y150

### NON SHIP STRUCTURES

Air Cushion Vehicle	Z110
---------------------	------

## SHIPTYPES

## BASIC GROUPINGS

LNG TANKER LPG TANKER	LIQUEFIED GAS	BULK LIQUID CARGO	CARGO CARRYING SHIPS	SHIP STRUCTURES
CHEMICAL TANKER CHEMICAL / OIL PRODUCTS TANKER	CHEMICAL			
CRUDE OIL TANKER OIL PRODUCTS TANKER	OIL			
WATER TANKER BITUMEN TANKER WINE TANKER VEGETABLE OIL TANKER FRUIT JUICE TANKER MOLASSES TANKER etc.	OTHER LIQUIDS			
BULK CARRIER ORE CARRIER	BULK DRY	BULK DRY CARGO		
BULK / OIL CARRIER ORE / OIL CARRIER	BULK DRY / OIL			
SELF-DISCHARGING BULK CARRIER	SELF-DISCHARGING BULK DRY			
CEMENT CARRIER WOOD CHIPS CARRIER UREA CARRIER AGGREGATES CARRIER REFINED SUGAR CARRIER etc.	OTHER BULK DRY	ALL OTHER DRY CARGO		
GENERAL CARGO SHIP PALLETISED CARGO SHIP DECK CARGO SHIP	GENERAL CARGO			
PASSENGER / GENERAL CARGO SHIP	PASSENGER / GENERAL CARGO			
CONTAINER SHIP PASSENGER/CONTAINER SHIP	CONTAINER			
REFRIGERATED CARGO SHIP	REFRIGERATED CARGO			
RO-RO CARGO SHIP VEHICLES CARRIER CONTAINER / RO-RO CARGO SHIP LANDING CRAFT	RO-RO CARGO			
PASSENGER / RO-RO CARGO SHIP PASSENGER / LANDING CRAFT	PASSENGER / RO-RO CARGO			
PASSENGER (CRUISE) SHIP PASSENGER SHIP	PASSENGER			
LIVESTOCK CARRIER BARGE CARRIER HEAVY LOAD CARRIER NUCLEAR FUEL CARRIER etc.	OTHER DRY CARGO			

## SHIPTYPES

## BASIC GROUPINGS

TRAWLER FISHING VESSEL	FISH CATCHING	FISHING	SHIPS OF MISCELLANEOUS ACTIVITIES	SHIP STRUCTURES
FISH FACTORY SHIP FISHING SUPPORT VESSEL FISH CARRIER LIVE-FISH CARRIER WHALE-CATCHER etc.	OTHER FISHING			
OFFSHORE SUPPLY SHIP OFFSHORE TUG/SUPPLY SHIP	OFFSHORE SUPPLY	OFFSHORE		
OFFSHORE SUPPORT SHIP DRILLING SHIP PIPE-LAYER OFFSHORE WELL PRODUCTION SHIP WELL-STIMULATION VESSEL PRODUCTION TESTING VESSEL STANDBY-SAFETY VESSEL etc.	OTHER OFFSHORE			
RESEARCH VESSEL	RESEARCH	ALL OTHER ACTIVITIES		
TUG PUSHER TUG	TOWING / PUSHING			
DREDGER HOPPER DREDGER	DREDGING			
MOTOR HOPPER CRANE SHIP ICE-BREAKER CABLE-LAYER WASTE DISPOSAL VESSEL FIRE-FIGHTING VESSEL POLLUTION CONTROL VESSEL PATROL VESSEL CREWBOAT UTILITY VESSEL SEARCH & RESCUE VESSEL PILOT VESSEL SALVAGE VESSEL BUOY/LIGHTHOUSE VESSEL WORK/REPAIR VESSEL HOSPITAL VESSEL TENDER (UNSPECIFIED) LAUNCH (UNSPECIFIED) etc.	OTHER ACTIVITIES			
BARGE PONTOON MOORED OIL PROCESSING SHIP (FPSO) MOORED CEMENT HANDLING SHIP MOORED RESTAURANT SHIP LIGHTSHIP etc.	NON SELF-PROPELLED SHIPS			
YACHT SAIL TRAINING SHIP NAVAL AUXILIARY SHIP etc.	OTHER SHIPS STRUCTURES			